

**REMARKS**

In the Advisory Action the Examiner remarked that Applicant's arguments were not persuasive. Specifically, the Examiner asserted that the act of "avoiding understeering" does not mean that the understeering hasn't begun, and instead means that corrective action is taken when the onset of understeering is detected, and that understeering is thus avoided.

Applicants respectfully disagree and assert that the Pallot reference does not teach the detection of understeering. It is respectfully asserted that the Pallot reference teaches detecting a potential onset of tire saturation. Therefore, if understeering occurs as the result of a vehicle parameter not related to tire saturation, it will not be detected or addressed according to the teachings of Pallot. Further, the Pallot reference teaches taking corrective action upon the detection of a threshold limit being reached, and that threshold limit applies to tire saturation, not understeering. The tire saturation threshold limit taught by Pallot is set to prevent the occurrence of tire saturation, thereby avoiding the occurrence of understeering altogether.

The Examiner also indicated that it is not clear how corrective action could be taken if the onset of understeering is not detected.

Applicants assert that because Pallot is teaching the detection of a limit for tire saturation that is reached before tire saturation occurs, that corrective action may be taken in advance of the occurrence of tire saturation. Therefore, corrective action taken to prevent tire saturation will have the result of avoiding any effects of tire saturation, one of which may be understeering.

Finally, the Examiner stated that, for the sake of argument and considering Applicants' arguments, the ability to allegedly prevent understeering before it can occur presupposes a model of understeering, such as referred to in Pallot at column 8, lines 21-24.

Applicants respectfully assert that because Pallot is directed to detecting a threshold limit for tire saturation, and not detecting understeering, that it does not presuppose a model of understeering as asserted by the Examiner. It is respectfully asserted that the Pallot reference presupposes a model of tire saturation and not a model of understeering as claimed in the present invention.

**CONCLUSION**

In light of the above remarks, Applicants submit that the claims are in condition for allowance, and requests formal notice thereof. If a telephone conference would expedite allowance of the claims, the examiner may wish to telephone Applicants' Attorney at (480)200-2054.

If the USPTO determines that a fee is due, the Commissioner is hereby authorized to charge any additional fee to Deposit Account No. 06-1510.

Respectfully submitted,

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